OUR TRUE MARKETS.

THE FOREIGN TRADE IN BREADSTUFFS. Dr. William Elder of Philadelphia has prepared a searching exposé of our Foreign Trade in Breadstuffs

from which we extract as follows:

WHEAT AND FLOUR. Our foreign market for wheat and flour stands first in rank and value, and serves, besides, as an index of our commerce in the other exports of agricultural commodi-ties. We give it, therefore, the chief place in considering the general subject. First, with respect to these, is the striking fact that the British islands are nearly our entire United Kingdom amounted to ninety-five per cent. of the total to Europe; and this may be taken for the average

ket for our wheat and flour in relation to the quantity taken, and the steadiness or unsteadiness of the demand; farmers, and the competition which our wheat meets in the British market. Quoting from the British official records, we give, first, the total quantities of American wheat and flour imported into Great Britain in the 12 years from 1857 to 1868—the wheat flour being reduced to other countries, 261,332,3334 cwts., the proportion of the United States being 263 per cent of the total import. Our while other nations supplied an average of 40,750,000 per over the one-fourth of the British consumption of foreign

lute terms of four years each, which arrangement conorms fairly enough to the general range of the fluctustions of quantity, we find them strikingly exhibited in the following tabular statement: From the U. S. Other countries

Total 12 years ... 95,953,118 261,353,008 26.66

Here we have above three times more of our wheat ken in the second group of years than in the first; and n the third group more than three-and-a-half times less

times of our wheat in the English market is found in a plain but pregnant sentence of the message of President Grant, at the opening of the present session of Congress. He says: "The extension of railroads in Europe and the

tome market, the best of all markets; the great market hich Gen. Jackson names in his letter to Mr. Coleman, bere he says: "Take from agriculture in the United artes 60,000 men, women, and children, and you will at case give a home market for more breadsums than all Lutope new furnishes us." In 1824, when this letter was ritten, the exigency of the farming interests of the contify was expressed by Gen. Jackson in striking harmony with Gen. Grant's apprehensions of the like peril tow. Jackson says: "Except for cotton the Albertan foreign market which we have nothing was expressed by Gen. Jackson in striking harmony with Gen. Grant's apprehensions of the like peril town between the same time of trades of the same time of the like we might have been of the like remained and the least remunerative respect that a particular foreign market which we have been occuptioned to regard with hope, and to bend all our policy to secure. The difference of conditions consists in the product of the late of the like peril town be the same time invites that funnigration which alone can build up a home market while now our statesman at the bein of national affairs that of years ago nothing was done by Congressional legislation to promote that kind of domestic industry.

Prominent citizens in San Francisco have received letter from the South of France, asking information about una against "distarbing those industry and the sound of the same time invites that the silk worms' eggs, and saying that the silk turned and the same time invites that the like and the late of the same time invites that the like and the late of the same time invites that the like in about an against "distarbing those industry, many the south of France, asking information about una against "distarbing those industry, which are the south of France, asking information about the same time invites that the like the supplies of profit and loss, we have seen how in turns, and prevents its education in the higher ranges of solid industry, must be reputated, if we woul

thus are doing exactly what Gen. Jackson so strongly urged upon the national Legislature."

PRODUCER'S SHARE OF THE PRICE IN EUROPE. Hitherto we have been examining our European trade in breadstuffs and provisions, as it is usually measured by quantity and commercial value; but the exposure of

by quantity and commercial value; but the exposure of the facts in this form does not reach the heart of the question; and we must give a moment's attention to the farmer's interest in it. The question of quantity or amount of demand for his products is solved when we see that of the two hundred millions of bushels of wheat which the country produces. Europe affords in the long run a market for something less than ten millions, or five percent of the whole; but the price it brings in first hands needs some explanation. We here give the particular anyon which the calculation depends, on the best authorities which we can command.

Putting a bushel of red Winter wheat at \$1.30 (nine shillings per 100 pounds) its price in Liverpool on Christmas Eve., 1862, we find its value in gold to the Western farmer by the following deductions: Carriage from Chicago to New-York, 30c., marine freight, 16c.; marine insurance, 25c.; commission, 3c.; handling, 2c.; charges from Chicago to Liverpool, 53c. Marine freight ranges all the way from 4d. to 10d. by steamers; by sail vessels from 6d. to 10d.

To this must be added the expense of placing it in Chicago: Storage and commission, 5c., currency; insurance and loss, ic, currency; total, 184c.

Total deduction from price in Liverpool, 69c; leaving to the farmer 61c, in gold—73c, currency—per bushel. It is obvious that the expense here given must vary with localities, and other conditions affecting the cost of delivery at the Atlantic port of export, reducing or increasing the total expense, as may be; and it is also obvious that there are or may be other circumstances—such as intermediate prefits and charges—not here estimated, which will still further diminish the value of wheat in first hands. This price is ruinous to the farmer, who has intermediate prefits and charges—not here estimated, which will still further diminish the value of wheat in first hands. This price is ruinous to the farmer, who has encountered our home rate of wages, interest upon capital, and all other incide

which his wheat was grown. When all the facts of this commerce are well considered, the conclusion seems lacytable that they should, in the language of the President, "teach us the necessity of looking to other markets for the sale of our surplus."

Our inquiry shows that, in the past, Europe has given us at beat a ruinously inconstant market for these products: that the fluctuations of quantity and price have been alike injurious, that the reflected effect upon home prices covers nineteen-twentieths of the annual crop with the mischiefs which the other twentieth encounters about to be wholly destroyed by the growing competition of Europe-grown wheat in our only European market, Some one will answer, perhaps, that the disposal of any portion of our surplus, at any price, covering the bare cost of transportation, relieves the home market to that extent; which might be true, if we had no other choice. But how is it if a clear view of the worthlessness of this commerce should have the effect of turning our attention and our policy toward the substitution and cultivation of a better trade! This is the purpose of the demonstration here made; and to this the piea just noticed has no application or force. The remedy effective, assured and final, is to throw Europe out of the aims and efforts of our policy in the commerce of our agricultural surpluses, and to direct all our efforts to the establishment and extension of the other, and better and more reliable and remunerative markets, which are and must be so, because they are the natural outlets for our products of this kind. Whatever turn this trade may take, let it be remembered that for a bushel of wheat sold at \$1.40 in Liverpool the farmer receives just one-half of that sum, and that this is really from five to ten cents above the average price during the last nine years. For the seven immediate preceding years the average was \$1.50 per bushel. Then the farmer got, or, without counting against him the intermediate proceiding years the average was \$1.50 per bushel.

Underlying the error of policy which has so long blinded us to the worthlessness of our European trade in farm products, is a miscalled principle of international commerce, which ought to be disposed of for the security of the conclusions to which the facts and figures of the analysis of this trade have led us. It is usually put in

of the conclusions to which the facts and figures of the analysis of this trade have led us. It is usually put in the form of a self-proving aphorism, self-proving, and refusing proof, for the simple reason that it is incapable of any other method of support. We are told that "to sell our surplus we must buy that of the nations we would deal with." This abstract proposition may very safely and justly be confessed and avoided—confessed as to whatever of truth it contains, and avoided as to the application made of it. The questions, what nations must we buy from them the order to secure good customers for our products, and a profitable distribution of our own labor and capital power, are the real points at issue. Must we purchase the products of skilled labor from Europe to find customers for our crude commodities?

This is not the teaching of any general law of international trade. England imports no manufactures; yet her foreign trade grows beyond all precedent. It grew under her protective system proportionally as fast as it has done since 1846, because that protection was virtually exclusion of all rival industries, just as her present superiority in production is effectual prohibition. Her imports increased 275 per cent in 29 years, from 1886 to 1866; although, if even flour be classed as a manufacture, the total did not exceed five per cent of these immense imports, which were valued in the last year of the period at \$1,35,00,000. France, also, whose system was nearly prohibitory of all imports which come market with her own industry, in the twenty years from 1836 to 1856 increased her aggregate imports and exports 122 per cent. The same thing is true of our own foreign trade. It hereased faster forty years ago, under the very high tariff of 1838, than under the low one which succeeded it, and was abandoned in

whether of Parties is contributed and consideration which we have been strong and with an experimental transfer of the parties of the participation of the participation of the parties of the participation of the parties of the participation of the parties of the participation of city in security of looking to GIBBS. ARRIER'S ION THE

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THE ERIE RAILWAY.

JAY GOULD'S REPORT TO THE STOCKHOLDERS-REVIEW OF OPERATIONS IN 1869.

The following report is printed from advance sheets furnished from the "Eric Railway Company's Printing Office." It covers operations for the year ending

The following report is printed from advance sheets Jurnished from the "Eric Railway Company". Printing Office." It covers operations for the year ending on the 30th of September:

To the Stockholders of the Eric Railway, that I deem it proper, in presenting a summary of the business of the last fiscal year, to take the opportunity of giving to the stockholders the following account of what has been accomplished in the way of improvement on their property and the establishment of a reliable and profitable business for the future.

It is something over a year since the present management came into power.

The condition of the road at that time was not such as to attract the confidence of the traveling public, nor of the shippers of the products of the shippers of the products of the whole of an inferior quality, and of the products of the Weben of an inferior guality, and was much in the summary of the whole of an inferior guality, and was much in the summary of the waste of the road, both passenger and freight, to such an extent that I felt it my duty to adopt the most effective measures at once.

By careful inquiry into the experience of European railways in the use of steel rails, and of the operations of the few tuns that had been laid on this railway the previous year, fully satisfied myself as to their great durability and strength myself as the their great durability and strength myself as the their great durability and strength of the normal strength of the road, bed operate.

What all of soil Eastern and Delaware Divisions meanly 100 me and the remainder procured from the best carriered manufacturers of England. The very great first cost of these solid steel rails—being more than twice whether a middle course could not be adopted with advantage and economy; and while on this subject I was brought in communication with Mr. Abram 8 Hewitt of the firm of Cooper & Hewitt, who had business to the firm of the property and the property of the subject of steel-beaded rails, about 400 miles of new track. The pre

connection will be of very great importance to us as a connection will be of very great importance to us as a connection for coal and other freight.

PAVOSIA FERRY.

We found the Pavona Ferry running from the foot of Chambers st., New York, to the passenger depot at Long Dock, Jersey City, for the accommodation of the passengers by our trains and the few people living near Pavobia-ave to Jersey City. We constructed the ferry-houses and ships at Twenty-third-st, New York, and built two harge fine beats to run on that hine. By this new line of ferry we have established a new depot in New York convenient to all the up town hotels and residences.

To increase the travel over our ferry beyond the train passengers, we have loaned our substantial aid to the construction of a horse railroad through the streets of Jersey City to Hudson City. This street road already promises to be a very profitable investment—it has assisted in building up that part of Jersey City and Hudson City through which it runs, and has brought larger increase to the revenue of our ferry as it connects with other street roads in Jersey City, running thence to Hoboken and to Bergen; and it has been of further advantage to this Company, as it runs through our property on the hill, at Hudson City, over the tunnel, and has enhanced its value by making it more marketable and desirable.

To further increase the ferry revenue we made an equitable contract with the Northern Railroad of New Jersey, then running their trains over the New Jersey.

tract with the Hackensack and New-York Railroad, which has averaged about 500 car-loads of passengers each way per mouth for the ferry.

The quantity and character of our freighting business has expanded to such an extent as to prove the comparatively large property at Long Dock altogether inadequate for the purposes of the Company, and we have deemed it absolutely necessary to procure more property fronting Hudson River.

We have purchased, at a cost of \$1,500,000, the property of the Wehawken Docks Company, situated just north of Huboken, of about 60 acres, giving a river frontage of 2,000 feet, where we have constructed a large pier for the handling of coal in transferring it from cars to boats. This pier has the best working arrangements, and is one of the largest en the river—capable of handling about 100 cars per day.

already very popular with the stock men, and doubtedly become the Live Stock Market of this city. The river frontage of this property we have improved by the construction of a strong and substantial buikhead the whole length, making it available and desirable for the erection of warehouses, abattoirs, or other similar structures and for a lumber depot.

Between the Weeblawken Docks and the Stock Yards is the property of the Delaware and Hudson Canal Company, where they have large facilities for unloading and storing coal transported over our road.

Access is had to this property over the road of the Hoboken Land and Improvement Company, running north from the east end of Bergen Tunnel to the Canal Company's property, thence over the Fort Lee Railroad. With both of these Companies we have fair and equitable arrangements for use of their tracks. So much of the Fort Lee Railroad as is completed was built by us, which enabled us to obtain much more favorable terms for its use to our stock yards.

At Long Dock we have built two new piers for the accommodation of our freight business, and added to and improved the old near. We have also built a new passenger

use to our stock yards.

At Long Dock we have built two new piers, for the accommodation of our freight business, and added to and improved the old piers. We have also built a new passenger depot on an enlarged plan, to enable us to provide accommodation for the trains of the Northern Railroad of New Jersey, and the Hackensack Railroad, and we are now rebuilding and adding to the number of the ferry slips.

JERSEY CITY SHOPS.

We have commenced the construction of a large machine-shop which we found to be necessary on account of our large additions to our motive power—the walls, of brick, were all up when Winter set in and stopped the work—soon as the Spring weather will admit we shall resume work, and hope to shortly after complete it, when we shall have one of the largest and best appointed shops in the country. We have also built an extensive car shop, where, in addition to our repairs of coaches and freight cars, we are now turning out twenty new coadcars per day. We are also building several new coaches, with all the modern improvements, at this shop.

At Pen Horn we have made extensive purchases of real estate for the handling of crude oil in builk, as we found the handling of tank oil cars east of the tunnel was considered as endangering property and increasing rates of insurance, while it was too valuable a traffic for us not to work for, and give it all necessary accommodations. The oil is conveyed from here in pipes to Weehawken, and is only pumped through as vessels may be there to take it. All of this property will be in demand in a few years for reflueries and ware-houses of various kinds, as it is accessible by vessels in the Hackensack River. Already one refluery has been established there with a capacity of 1,200 barrels per week, all the oil for which is transported over our road.

The Paterson and Newark Railroad, which connects with us at Paterson, was built with our aid, and we have entered into a contract with that Company for operating the read.

gauge roads running theuce in connection with the Pennsylvania roads for the West, and they were also promising
to make such connections as would enable them to compete
with us for passeagers and freight between Newark and
Paterson. Rather than allow a rival to reach the carrying business of our line we concluded it would be better
to control the instrument, and by making it of the Eric
broad gauge, enable us to tap the business of the extensive manufactories of the City of Newark, and compete
with the other roads for Western trade from that peant,
and also extend the market for coal and lumber from our
main line. By the charter of that Company they will
construct their road from Newark to make another connection with us at the West end of the tunnel, and such
extension will make the road a profitable one and bring
a large business to our ferry.

The Newburgh and New-York Railroad was constructed by us from the Junction near Groenwood to a
bound on the Newburgh Branch, five miles from Newburgh, a distance of 1s miles, tuns giving us a direct line
between New-York and Newburgh (sixty: wo miles), and
enabling us to compete with the River, and with the
Hudson River Railroad for the Newburgh and cornwall
travel.

The double track has been extended by us by the con-

Hudson River Emilioad for the Newburgh and Cornwall travel.

The double track has been extended by us by the construction of the second track on the Delaware Division from Turnout to Middaugh, bine miles, and from Hancock to Depesit, thirteen miles; and on the Susquehanna Division from Painted Post to Erwin, four miles, and from Canistee to Hornelsville, four miles. In all we have completed and opened 30 miles of double track, beside which we have done a large amount of work for the second track on other parts the Delaware Division, and have done the grading and masonry for second track on Buffalo Division from Lancaster to Buffalo, 10 miles, which is now all ready for the tes and from.

Additional side tracks have been put in on all parts of the road as rendered necessary by the increased number of trains. At Buffalo, alone, within the past year, more than two miles have been laid; Jersey City, two miles, Miliville, Waverley, Hornelsville, and Castile, about on mile each, and other stations in proportion.

At Buffalo we have also erected a large and well-appointed car-shop for the construction and repairs of conches and freight cars at that end of the road. We have also erected an engine-house and machine-shop at Rachester.

The improvements at other stations, in the way of new

get through, but was then in the hands of a Receiver. It was in contemplation to take that road into the narrow gauge system, and in the interest of the Pennsylvania Central Railroad, which would leave us only the neces-To further locrease the ferry revenue we made an equitable contract with the Northern Railroad of New Jersey, then running their trains over the New Jersey stations of our road, when, in December, 1868, we took possession under the terms of a lease to operate it for a possession under the terms of a lease

which was passed, when Mr. McHenry, who had a scheme which was passed, when Mr. McHenry, who had a scheme for funding the past due interest on the bonde, and which he found likely to fall through, interposed objections and prevented ratification of the lease under the amended law. The road then, necessarily, went again into the hands of Receivers. That lease was entered into by us in good faith, but we were unwilling to be a party to the payment of any money on it for the benefit of any one until the bondholders were satisfied, otherwise there would be no permanency to the arrangement, as any unsatisfied bondholder could break it and remove us from possession by obtaining the appointment of another Receiver.

Uncertainty and litigation brought on by disappointed parties followed; but the matter has now all been adjusted, and we are again in possession and operating the road on substantially the same terms as of the original lease.

The Cincinnati, Hamilton and Dayton Railroad Com-

of navigation, this ame of relations with the Lake Shore and Michigan Southern Railroad, for exchange of business at Buffalo, Dunkirk, and Cleveland are eminently satisfactory, and secured by mutual understanding and agreement, so that business connections and relations are secured with all Westers roads, and we are placed on the same footing with them in that respect as other trunk lines.

same footing with taem in that respect to the lines.

Prior to my becoming the executive officer of the Company, the Beard of Directors had voted to give the Boston, Hartford and Eric Railroad Company substantial aid in the shape of a purchase of \$5,000,000 of their first mortgage bonds. Since I have been President we have paid for and taken up the bonds. This road will be a very important connection, as it will open to us the heart of the manufacturing district of New-England. It is expected that the line will be open for business during the year.

of the manufacturing district of New-England. It is expected that the line will be open for business during the year.

Our relations with New-England have been further greatly improved and cemented during the past year by a close alliance with this popular line of finest inland steamers in the world, connecting us directly with New-port, Fall River, and Boston. Our business of cotton from Cincinnati and the South-West to Fall River, which has more spindles than any other manufacturing town in this country, is large and rapidly increasing.

Before closing this report, I have a few words to say in regard to the so-called "Directors' bill," which was passed by the Legislature of this State last Winter, providing for the classification of the Directors of several railway companies, and the election of but one-fifth of the whole board each year. This law was carefully considered in both branches of the 8 ate Legislature, and was passed with scarcely a dissenting vote. No action whatever was taken on it by the then existing Board of Directors of this Company—and they had a right to take advantage of it and extend their term of office—but it was left for the stockholders themselves to say whether they would accept the law or not. At the annual election, last October, it was accepted without a dissenting voice, and the present Board was elected by over 355,000 votes. In my judgment this is a wise law, and will secure to the property a responsible, experienced, and intelligent management, and be the means of preventing in the future the sudden changes in the policy of this magnificent railway peculiar to it in the past while it was a here creature of Wall-st, speculation.

The litigation that has been forced on us from time to time has out been of our seeking. We have considered that we were put in charge of this great trust by the expressed choice and will of the stockholders, and we considered it to be our duty to them, after having accepted, to retain possession against any small minority until the stockholders thems

NEWS FROM PORT JERVIS, SUSQUEHANNA, AND

TIVE ENGINEERS. Notwithstanding the confidence of the Long Dock (Jersey City) men that their brothren up the road would sustain them to the last, there seems little proba-bility that they will go the length of striking in their be-

to operate on the Port Jervis, Susquehanna, and Buffalo shops, but no report has been received yet from them Meantime the Jersey City men keep up the usual two neetings a day at Washington Hall, and appoint police patrols to keep new applicants for work from going into

a corporal of a picket that the machinists working in the car shop had agreed to turn out to-day. Mr. Alexander Skelton, chief of the squad detailed to the tunnel-shop, reported that there were several men from Newark who things stood they went away. These men told him that it was largely advertised through Newark that several hundred men were wanted at the Erie shops, Jersey City, that the strike was over, and there was no further

rouble. At Port Jervis, Susquehanna, and Buffalo, the men worked yesterday as usual. They had no sign of a strike. The following telegrams were received from those points

The following telegrams were received from those posteriors:

70 E. O. Hill: I have no fear of any trouble with the men in these shops.

To E. O. Hill: All is quiet here, as mans!

To E. O. Hill: All is quiet here, as mans!

Everything is all right. Have no fears of the men in this shope.

The following telegram was received late in the afternoon, by Mr. C. W. Tufts, engine displatcher at Long Dock:

Setsquaranna, Jan. 30, 1370.

70 C. W. Tufts: All quiet so far. I understand a meeting is to be held at 2 p. m.

The Brotherhood of Locomotive Engineers held their To C. W. Tsyls: All quiet so far. I understand a meeting is to be held at 3 m.

The Brotherhood of Locomonive Engineers held their weekly meeting last evening at Port Jervis. The letter addressed by the Jersey City men to them, a few days ago, requesting them not to repair any disabled engines, was read and immediately laid on the table; but this section was opposed by a few, who proposed that the letter should be laid under the table. This treatment of the strikers' communication shows the engineers do not approve or even sympathize with the men in Jersey City. Orders were forwarded to Port Jervis yesterday to increase the force of workmen at that place. This increase can be obtained from the numbers of unemployed there, and it is not likely that the men now "out" in Jersey City will become the "ine" at Port Jervis.

It is now charged that the men were the original transgressors, that they precipitated the strike, and dissolved the agreement, for one of the clauses of the agreement was that in case any difficulty should at any time arise, the first thing the men should do was to seek a conference with the officers of the road. But instead of seeking this conference, on last Wednesday week the men ceased work, and proclaimed the strike. It is now asserted that Mr. Rucker, the Superintendent of the road, was not specially curt in his interview with the delegation sent by the Jorsey Lystrikers to try and effect an amicable adjustment of the difficulty (which Committee consisted of Mr. Harvey, representing Port Jervis, Messrs, Frith and Mason from Susquehanna, and Messrs, Finley and Wall from Buffalo arrived here, and a meeting of the mechanics was held to hear their report. No action, however, was taken, and the delegation departed to confer with their fellow-workmen at Susquehanna and Buffalo.

Col. Holt, a master mechanic in one of the machine shops here, in a conversation with the correspondent of The TRIBUSE, deprecated the hasty action of the company's employées at Jersey City. He believed the company semplo The Brotherhood of Locomotive Engi

ply to the question, "Du you believe they will, and if so, when I"

He replied, after considerable hesitation, "No; they certainly wour't for some time yet, at least—not until the Susquehanna and Buffalo men quit work. The boys at Jersey City think we aint apholding them; but we have been paid regular enough, and they onght to have walted a little while, though," said he; "the Company, by the terms of the contract, agreed to inform their employes in case they could not pay them on the specified day, and it was mean in them not to do it." He added, after a moment's pause, "The Company aint getting the best of this thing, any way; for they are spending \$100,000 every day, and don't receive but \$40,000."

From these opinions, which may be taken as expressive of the feelings of his fellow laborars, it may be seen that the mechanics here are by no means in a settled state of mind; yet it is evident that they desire peace, and will continue at work as long as they possibly can.

SOME MARITAL RELATIONS.

Edward V. Holcomb, a traveling agent, stop-

ing at Sweeney's Hotel, caused the arrest of his ward. Augusta Holcomb, who was living at a disreputable house in Eighth-st. The woman was brought to Court vesterday, where statements were made reflecting someyesterday, where statements were made reflecting somewhat on complainant and defendant. It appeared that Holcomis, who is 40 years of age, married his ward, who is only 17, while they were living at Greenpoint. They subsequently removed to Brooklyn, and lived together for some time; but during the husband's absence from home, some months ago, the wife sold the house furniture for \$1,000, and went to live in the house in New-York. On Thresday night Holcomb and some companions stopped at the same house, and being shown to a room, the husband met his wife face to face. They mutually recognized read other, and Holcomb tried to persuade his wife to go home with him. She refused, and he accordingly caused her arrest. She was temporarily committed by the magistrate, her lord desiring to have her sent to the House of the Good Shepherd until she is 21.

THE PEABODY FUNERAL

GEN. LEE AND THE TRUSTEES OF WASHINGTON COLLEGE, VIRGINIA, INVITED TO ATTEND THE OBSEQUES OF THE LATE GEORGE PEA-

GENTLEMEN: The funeral of the late Mr. Seorge Peabody will take place in this, his native town, soon after the arrival of his remains in this country. The services will be held at the South Congregational Church, upon a day and at an hour which will be hereafter and seasonably announced in the public prints. You are respectfully invited to be present on the occasion, and to unite with us in solemulzing the funeral obsequice of one who was not only our especial benefactor and friend, but who was the friend of humanity—whose death two continents deplore, and whose memory will be always and everywhere revered. A Committee will be in attendance at the Institute upon the day of the funeral te funnish tickets of admission to the church to invited guesta, and to give all desired information. In behalf of the Trustees of the Peabody Institute and of the community of the town of Peabody, we are, with respect, yours, Lewis Allen, Francis Barre, Thos. F. Politzes, F. W. UPTON, Gro. F. Ordorne, W. M. SUTTON, Committee of Invitation.

Peabody, Mass., Dec. 29, 1869.

At a meeting of the Rector and Trustees of Washington College, convened at the College Chapel on the 6th day of January, 1870, the Rector laid before the Board of Trustees a letter from Messrs. Lewis Allen and others, Committee of the Trustees of the Peabody Institute, inviting the Trustees of the College to be present and to unite with them in solemnizing the funeral obsequies of the late Mercel and whose memory will be always and everywhere revered.

On motion whereof it was unanimously Resolved, That the Rector and Trustees of Washington College will be motion whereof it was unanimously Resolved, That the Rector and Trustees of washington College and solves a protein and solves a protein and solves a protein and solves a fair and solves a protein and solves a protein and solves a fair subhip our and genie spirit to the God who gave it.

Resolved, That whis other philastropists have generously continents deplore, of George Feabody, who we have a preciously fine the washed of the God who gave it.

Resolved, That whis other philastropists have generously o oon after the arrival of his remains in this country. The services will be held at the South Congregational Church,

Boston, Jan. 20 .- The monitors Miantonouah and Terror sailed from this port at 10; o'clock this morning for Portland, under convoy of the steamship weather. The officers of the monitors to-day expressed the opinion that the Peabody funeral fleet would arrive during the first week in February. Admiral Farragus did not leave with the monitors, but will go by train to Portland, and assume the command of the naval cere-

The following special order has been issued

by Major-Gen. McDowell, in reference to an escort of national troops at the funeral of the late George Pen

national troops at the funeral of the late George Peabody:

HEADQUARTERS DEPARTMENT OF THE EAST,
NEW-YORK CITY, Jan. 17, 1870.

SPECIAL ORDERS NO. 10.—By direction of the Presidents
of the United States a funeral escort of United States
troops will accompany the remains of the late Mr. George
Peabody from Portland, Me., to South Danvers, Mass.
The escort will be composed of a battation of the 5th
Artillery, under the command of Brevet Brigadier-Gen.
B. H. Hill, Lieutenant-Colonel 5th Artillery, commanding
Fort Preble, will consist of the Band of the 5th Artiflery,
a company of 50 men from Fort Independence, two companies of 50 men each from Fort Warren, and a company
of 50 men from Fort Adams.
Brevet Brigadier-Gen. Hill will send the necessary
orders direct to the several posts to bring these companies
to Portland in time to be present on the arrival of the
fleet bearing the remains from England.
The troops will wear their overcoats on the march, and
will be quartered and subsisted by Brevet Brigadier Gen.
Hill at Fore Preble, while awaiting the arrival of the
fleet.
Ervet Brigadier-Gen. Hill will give all further orders

GENERAL NOTES.

A petition to Congress has been filed by the heirs of Gen. Mooer of Revolutionary fame. He was en titled to half-pay as a lieutenant and adjutant from the close of the war. Congress having passed a law allowing full pay for five years in place of half-pay for life, if desired, he accepted it—an unlucky speculation, as it turned out, for he lived 55 years from that time. The heirs now ask that the balance of half-pay for his life, which after deducting his pension, amounts to \$7,280, be

A Valparaiso merchant recently receiving a challenge from an officer with whom he had quarreled, sent back this answer: "I have no desire whatsoever to kill you, still less do I desire to be killed myself. Here is what I propose. Go to the nearest wood. Choose a tree about as stout as myself, place yourself 50, 30, or even is steps from it—just as you like—and then fire bravely on the tree. If you hit it, I will admit that I was in the wrong, and will offer you an apology. In the contrary case, I shall be ready to receive yours. Curious petitions for money frequently come

up in Congress. One was sent in the other day from the eirs of Michael Nourse, a late Treasury clerk, who was in the habit of performing the Register's duties when he was absent. The aggregate time thus occupied by him in the habit of performing the Register's duties when he was absent. The aggregate time thus occupied by him during 22 years of service was no less than 624 days, and the heirs now ask for the difference between his salary and the Register's for that time. The petition was refused, as, according to law, only one man can be paid for doing a given service, and the Register has long ago been paid for doing that one.

Maryland has 373 square miles of oyster beds. 92 of which are closely covered, and the rest scattering To protect these treasures a regular commission has been To protect these treasures a regular commission has been appointed, of which the head officer has just made a report to the Legislature. He calls for an amendment of the laws, which, if secured, he thinks will provide for the employment of 20,000 men. At present 573 dredging vessels and 1,908 cances are licensed for the traffic. The annual product is 3,500,000 bushels. The consumption of bivalves is immense, and is annually increasing, but as each adult oyster generates about one million young a year, the supply will hardly give out.

Ohio has three important commercial ports Cincinnati, Cleveland, and Toledo. Cincinnati has t population of 250,000; real estate worth \$173,000,000, and population of 250,000; real estate worth \$173,000,000, and personal property worth \$153,000,000; value of imports in 1809, \$253,855,262, against \$273,237.608 in 1865; exports in 1869, \$461,581,022, against \$143,288,567 in 1865; number of manufacturing establishments, 3,000, producing articles annually worth \$104,657,612, and giving employment to \$5,275 persons, with a capital invested of nearly \$56,000,000. Cleveland has a population of \$0,000; value of real and personal property, about \$50,000,000. The population of Toledo is 35,000. The imports and exports of this place have increased in nine years nearly 300 per centum. During the past year nearly 7,000,000 bushels of wheat were handled at Toledo, most of which has passed to Eastern ports already.

A Philadelphia publican missed money from bis

A Philadelphia publican missed money from his till. Every means was employed in vain for the discovery of the thief. He slept alone in his bar-room one night unof the thief. He slept alone in his bar-room one night undisturbed, but in the morning every bit of paper money was gone from the drawer. At length the drawer was removed. In one corner a hole was found just big enough for the entrance of a mouse. For years the little creatures had been renewing the lining of their nest with mational currency of every small denomination. The quantity recovered filled a cigar box. It was cut virtually into paper down, and amounted in the aggregate to several hundred dollars. If all the mice in the country would do likewise, the National debt would be perceptibly diminished, and bar-rooms would be the most appropriate field of action they could find.

The citizens of Terre Haute, Indiana, have

The citizens of Terre Haute, Indiana, have published a pamphlet setting forth the superiority of their city as a place for the iron manufacture. The chief their city as a place for the iron manufacture. The chief advantages enumerated are: 1. The presence of large and inexhaustible quantities of block or splint, and bituminous coals. 2. The presence of rich hematite from ore in great abundance, with a more limited supply of magnetic iron ore, and the directness of communication with the specular and magnetic iron regions of Lake Superior and Missouri. By the hixtore of the hematite, magnetic, and specular ores it is claimed that the best iron is made. 3. The presence of a plentiful supply of carboniferous limestone, for fluxing. 4. The directness of communication with the four leading western cities, and with all other commercial points in the North-West and South, Terre Haute being only eleven hours from Chicago and seven hours from St. Louis, Cincinnati, and Louisville.

The recent action of the Regents of the Michigan University, at Ann Arbor, admitting ladies to the full advantages of the University training, will render little or no change necessary in the conduct of the institution. The doractory system was long age abolished, and all the students find their places for board and lodging wherever conveniences are offered in the city of Ann Arbor. There is nothing to be done in the University buildings, after the applicants for admission are found qualified, except for the Professor to designate the classes which a students—male or tenale—shall enter opposite their names, which amounts include both taxes and penalities:

1. Simon, No. 37 Nassan-st., auctioneer and real estate agent, No. 37 Nassan-st., auctioneer and real estate agent, No. 37 Cedar-st., \$22 70; Thomas Barclay, real estate agent, No. 37 Cedar-st., \$22 70; Thomas Barclay, real estate agent, No. 37 Nassan-st. \$12 20; Bennett & Kienen, real estate agent, No. 37 Cedar-st., \$22 70; Thomas Barclay, real estate agent, No. 37 Nassan-st. \$12 20; Bennett & Kienen, real estate agent, No. 37 Cedar-st., \$22 70; Thomas Barclay, real estate agent, No. 37 Nassan-st. \$12 20; D. M. Caldder little or no change necessary in the conduct of the